

Reduced traction is life, or
"A race where the slowest wins."

-Kyosti Karhila, 32 victory ace (Finland):

"I learned to fly with the "Cannon-Mersu" (Me-109G-6). I found that when fighter pilots got in a battle, they usually applied full power and then began to turn. **In the same situation I used to decrease power**, and with lower speed was able to turn equally well. --**When the enemy decreased power, I used to throttle back even more.** In a high speed the turning radius is wider, using less speed I was able to out-turn him having a shorter turning radius. --**250km/h seemed to be the optimal speed.**" (160 mph)

-2nd Lt Chris J Hanseman (505 Sq.), 24 May 1944 (P-51B vs Me-109G-6):

"A dogfight developed at about 500 ft. (after climbing from 150 ft. at low speed). At first he began to turn inside me. Then **he stopped cutting me off as I cut throttle**, dropped 20 degrees of flaps and increased prop pitch. **Everytime** I got to the edge of the aerodrome they opened fire with light AA guns (implying forced consecutive 360s towards AA). Gradually I worked the Me-109G away from the field, **and commenced to turn inside him as I reduced throttle settings.**"

-USN pilot comment, 27 September 1942: "In my opinion, they [Zero pilots] had generally poor fighter tactics. **Zeroes could not be shaken by us if they would chop their throttles and sit on our tails.**" (Drachinifeld, YT, "Zero or Hero?")